

STUBBS--RIPLEY

Controversy Between Governor and President Continues.

Governor Asks Again About Gulf and Atlantic Rates.

CITES SEVERAL CASES

Where Kansas Suffers From Rate Discrimination.

The Case of the Santa Fe Hauling Kansas Free of Charge.

The Stubbs-Ripley correspondence continues and the principals appear to be as fresh and energetic as ever in the fourth round. Governor Stubbs now asks the president of the Santa Fe to explain why a railroad can haul freight 1,400 miles as cheaply as it can haul the same merchandise 700 miles. He also cites several particular and certain cases of discrimination on the part of the railroad against Kansas shippers and consumers. The letter in full follows:

Hon. Edward P. Ripley, President A. T. & S. F. Ry. Chicago, Ill.

My Dear Mr. Ripley:—Your favor received, but you have entirely failed to answer my questions. You say in your letter "the 25 cent rate from Wichita is in my opinion quite as reasonable under the conditions as the rate from Kansas City to the Atlantic seaboard." The date from the seaboard to Galveston, a distance of approximately 700 miles, is 25 cents. The rate from Kansas City to the Atlantic seaboard, a distance of approximately 1,400 miles, is 25 cents. What are the exact conditions, Mr. Ripley, that justify the Santa Fe in charging 100 per cent higher rate per ton mile on grain and grain products from Wichita to the seaboard than from Kansas City to the Atlantic seaboard? Please specify the facts in the case. Give us the particular items which in your opinion increase the rate per ton mile of moving grain to the Gulf as compared with shipments east from Kansas City.

Unless you have information or facts unknown to the public which will prove that a railroad can haul grain approximately 1,400 miles for the same price that it costs to haul it 700 miles, your statement that the rate from Topeka to Galveston is as reasonable as the rate from Kansas City to the Atlantic seaboard will appear simply ridiculous and preposterous.

The interstate commerce commission in discussing grain rates between Kansas City and the Gulf estimate that the average rate for the ten years prior to 1907 was less than 14 cents per hundred pounds for a 950 mile haul.

The Rates Are Higher.

Kansas City, therefore, is now paying 33-1/3 per cent higher rate on grain to the Gulf than the average rate for ten years prior to 1907. Wichita is paying 70 per cent higher rate on grain to the Gulf than the average rate for ten years prior to 1907. This increased rate from Kansas City to the Gulf—all in the face of the fact that the railroads are hauling in almost double the amount of freight in each car, and perhaps more than double the number of cars in each train than they did a few years ago.

You say the rate from Fort Worth to Galveston is 15 cents per hundred pounds. This statement may be technically true concerning some local rate, but you and I know that it does not apply to the rate of grain from Kansas points to Galveston.

The interstate commerce commission states that carriers at Fort Worth, Denton and Dallas are willing to receive and transport to the Gulf, this being one-half the entire distance from Wichita to Galveston, for not exceeding 6 or 7 cents per hundred pounds.

The supreme court has held that carriers in meeting competitive rates are not justified in carrying traffic for less than cost, since they would thereby impose upon the competitive traffic the burden of the loss.

While no one would question your expert knowledge of the rate situation and railroad conditions generally, yet your opinion should be based upon the substantial facts setting forth clearly the reasons for your conclusion, the same as a decision of the supreme court.

Cites Particular Cases Discrimination. In your letter you ask for a list of particulars in regard to discrimination and unjust freight rates on goods and materials shipped into Kansas. Please explain why you charge one hundred per cent higher rate on grain from a hundred per cent more per ton mile for hauling goods over your line from the Missouri river to points in Kansas than railroads charge for hauling the same commodities between the Mississippi and Missouri rivers. I am advised on excellent authority that rates on harness, saddlery, iron and steel and their products, hardware, bags and burlap, packing house products and numerous other articles are more than one hundred per cent higher per ton mile from the Missouri river to points in Kansas than the rates charged by railroads between the Mississippi and Missouri rivers.

In spite of the fact that the Santa Fe, Rock Island, Burlington, Alton and Missouri Pacific lines, which cost a great deal more per mile to construct and maintain than the Kansas lines.

If you can furnish satisfactory evidence to your patrons that all the above discriminations and charges are reasonable and just, then the Santa Fe ought to increase your rates.

You say in your letter that in the early history of Kansas, the Santa Fe hauled the settlers in practically free, and supplied them gratis with seed wheat, and later hauled free trans-free because they were ignorant of the soil and climate and could not make a living.

Balance Between Santa Fe and Kansas

It will be admitted that the Santa Fe, together with all other railroads, has at times contributed free transportation of persons and property during drought and periods of distress in the history of the state. But if the balance sheet could be struck, Mr. Ripley, and every dollar so contributed by the Santa Fe placed on one side, with every dollar's worth of public land, cash and bonds that have been contributed by the people of Kansas to the Santa Fe exhibited on the other side of the ledger, the Santa Fe railroad would owe the people of Kansas one hundred dollars for each dollar the Santa Fe has given to the people, and the aggregate amount would be millions of dollars in value, considering the three million acres and more of land, and all the cash and bonds that have been contributed.

In closing your letter you say: "We are not getting fair play, and the adoption of your policies would be equally

disastrous to the owners of our property and the people of Kansas."

Mr. Ripley, it seems impossible that you speak seriously when you say it would be disastrous to the people of Kansas for the Santa Fe to charge them a reasonable rate, based on the cost of service for hauling their products to market and for transporting to them lumber, steel, groceries, clothing and goods and the numerous necessities of life which they consume.

The Santa Fe earned twenty-five million dollars last year on its Kansas lines, according to a statement recently published by our railroad commissioners. High freight rates affect the cost of living for every man, woman and child in this state. The transportation charges of railroads amount to one-third of the actual expense of living for all the people in the United States. The above facts to which I have called your attention show that Kansas is paying far more than her just share of the transportation tax.

On Basis of Justice. What I ask you, Mr. Ripley, is to discuss these matters on the basis of justice to our state, and to give substantial facts as evidence of the sincerity of your statements.

The opening lines of your letter intimate that you are inclined to quit this correspondence. I sincerely hope that you will not show the white feather now that the political campaign is over, nor quit before we have thoroughly thrashed out these important matters. Very truly yours,

W. R. STUBBS, Governor.

BURNED 13 ALIVE.

(Continued from Page One.)

extreme cold weather which froze the wet ruins into an almost solid mass. It was one of the coldest mornings of the present season and the rescuers suffered keenly in the winter weather. Lying face downward with tons of bricks less than a foot above his head and with his lower limbs pinned to the pavement, William Glazier, a member of engine company No. 8, at daylight held frequent conversations with the scores of firemen and policemen who were straining every effort to reach the machinery which held him a prisoner. Brother Glazier was able to crawl beneath the debris and provide him with stimulants to make him as comfortable as possible. A huge tarpaulin was dragged into the wreckage and spread about his body to keep his clothes from becoming saturated by the water which was being thrown upon the smoldering ruins.

Glazier Is Rescued.

Some of the injured were able to extricate themselves. Others were pulled out by a leg and some men could not be reached until they were rescued by the firemen. The rescue of William Glazier was a miracle. His head could be seen from under the mangled body of Fireman Chas. Edelman; when the imprisoned man was found by the rescuing gang he called out:

"I'm feeling pretty good; I'll hold out as long as I can."

Father Enlist of St. Peter's Cathedral was sent for and he crept as close to Glazier as he could and administered spiritual comfort.

Am I going to die? Do you think?" asked Glazier of Dr. H. B. Owen, chief surgeon of the city staff.

"No, old man, not a bit of it," replied the surgeon cheerily, "we're going to save you. You'll get a Christmas dinner."

In an effort to shield Glazier from a possible fall of debris two jacks were put in place and across these the firemen attempted to lay a board. Before the board could be reached, however, bricks and mortar tumbled down on the hapless man and his face was contorted with pain.

"I can't hold out much longer," he cried, "I'm dying." The doctors said to the physicians, "We're getting to you."

"All right; I'll grin and bear it," Glazier said.

William Glazier was rescued at 11:30 a. m. after having been held helpless by heavy timbers for thirteen hours.

He was conscious and was rushed to a hospital where the doctors said he could not live as both legs were broken, and he was injured internally.

The police at this hour said thirteen were known to be dead.

The number of firemen and policemen injured was still nearly 50, of whom several may die. The injured are scattered in about a dozen hospitals.

Origin of the Fire.

The fire, which originated on the first floor of the Friedlander factory, a five-story brick structure, at 1115 to 1120 North Bodine street, in the northeastern section of the city, had gained a head start when it broke out, and it was discovered, shortly before 10 o'clock last night. The work of the firemen was further impeded by the fact that all the fire plugs in the vicinity were out of order. The water which was hauled out, the entire body of the building was a mass of flames.

The firemen, under the direction of Chief Baxter, began a systematic attack on the burning structure. A huge water tower, and engine company No. 23 were gotten into position on the Bodine street front. Lines of hose were laid out from Third street through a number of small houses.

Hardly had the work begun when the Bodine street wall collapsed, carrying with it the water tower and engine, which were leaning against it on their extension ladders. A majority of the men working at that point were thrown into the blazing ruins. A moment later the south wall, which was well near Third street fell. The roof of a small house on Third street, from which Chief Baxter was directing the work of the firemen, was cut in half and the veteran leader narrowly escaped.

Bodies in Cakes of Ice.

The falling bricks extinguished most of the flames, but those firemen who escaped the shock and held their lives further endangered by the freezing water which filled the basement. Some of the bodies were removed frozen solid in cakes of ice.

As the firemen grew more exhausted from the work of rescue, the police reserves were called out from all sections of the city.

At least fifteen of these lost their lives. The bodies of ten were recovered almost immediately. It was one of the worst disasters which has overtaken the city since the Philadelphia fire.

Although the monetary loss will not exceed \$30,000, the loss of life among the firemen was greater than at any previous fire in the history of the department.

Millions of Poles Used.

Washington, Dec. 22.—During the year 1909 there were 3,729,000 telegraph and telephone poles used in this country, according to a report of the census bureau, which was published today. Sixty-five per cent of the poles were cedar and 16 per cent chestnut.

IN A DEATH TRAP.

(Continued from Page One.)

been beneath me and I knew they must be caught. Although nearly all of my men and myself were mortally hurt, it flashed upon me that Horan was among those trapped and we bent every effort to save them.

"It was beyond human power to do anything for the moment, as tons of bricks had come down. When the bodies are found they will be beneath this pile of brick and mortar."

Saw Them Go Down.

Hope of the firemen and the hundred admirers of Elroy Marshall Horan that the fire fighter and his men had not perished was practically lost when Battalion Chief Lacey, who is in charge of the stockyard fire station, told of seeing the marshal and Burroughs, together with 18 or 20 men, go down beneath the falling wall.

"Chief Horan was in front of the pipe man," said Lacey, "and Burroughs a short distance behind him directing the work of the pipe men when the crash came. I know just where they were and am sure they had no chance of escape. Dozens of the firemen saw the same situation and many of the men ran to the pile almost frantic and began throwing bricks away with their hands. They were like so many cones of fire and any work of that sort was useless."

"I ordered them back to fighting the flames with their lines of hose and told them that the fire might be stopped in time to find a way to rescue the poor fellows we had all heard go down to what seemed certain death."

"I was determined to make every effort within human power to save the men, but the condition of the building made it suicidal for the rest to try to enter."

"I was in charge of the firemen fighting the flames from the railroad tracks. I saw one man fall near where the men who were caught fell and I ran and caught him by his legs, dragged him onto the railroad track and saved him. Then my men and I made a rush to save others but our way had been blocked by the falling ruins and clouds of dust and debris."

Whole Crews Dead.

The first body was taken from the ruins shortly after 8 o'clock. It was that of George Murawski, pipeman of engine company 49. It was estimated at 10 o'clock that the fire had killed 30 or 35 firemen were dead after two hours' fighting to recover the buried men.

It was said to be certain that Marshall Horan and Battalion Chief Burroughs were among the dead.

The entire crews of engine companies 51 and 53 are said to be among the dead. In addition six members of another company 29, and a few of No. 49 were killed.

Pipeman John P. Kassenbeck, 34 years old, was knocked down beneath a shower of falling bricks when a wall fell into Loomis street. He is internally injured and was taken to the Englewood hospital. Pipeman Edward Ochter, struck on top of the head by falling bricks, was taken unconscious to Englewood hospital.

Captain McGrath, Pipeman Anthony Hall and John Miller, Thomas Carney and Anthony A. Gland, all of engine company 48, were taken to the hospital injured to St. Bernard's hospital.

The building in which the fire started was a four story brick structure and covered an area bounded on the north by Loomis street and the west by Shop street and on the north and south by Forty-third and Forty-fourth streets.

At 9 o'clock the fire was not under control. Fire Marshal Elroy Marshall Charles Seyferlich, who assumed the leadership, said that a great portion of the yards district was threatened but he believed the fire would be soon under control.

Fire Hard to Stop.

All available fire fighting apparatus was hurried to the scene.

There was general apprehension that still more damage would be done at stockmen arriving for the day's work joined with the firemen in fighting the spread of the flames.

The fire alarm office was notified at 9 o'clock that the body of Captain E. Collins of engine company 59 and Captain Dennis Doyle of engine company 39 had been taken from the ruins. At this hour Chief Marshall Charles Seyferlich, who assumed the leadership, said that a great portion of the yards district was threatened but he believed the fire would be soon under control.

The tendency of the old school board to employ teachers from outside of the city rather than promote those already employed, was one of the causes that led to the election of a number of "insurgents" on the board, although at the meeting yesterday afternoon the regulars were in the majority who favored the policy of choosing local instructors.

One of the members of the board suggested that politics has a good deal to do with the attitude taken by certain members of the board.

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SCHOOL BOARD FAVORS PROMOTION OF TEACHERS.

(Continued from Page One.)

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Furthermore, after the meeting President Swadlow of the school board expressed himself as considering that civil service system for the local teachers should be adopted. "I am in favor of civil service for our teachers," said he, "but the board is not in favor of it. It is just, and the proper thing to do."

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Will Wait to Elect a Teacher of English.

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PURCHASES DELIVERED FREE

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